

# MEMORANDUM

**DEPARTMENT OF TRANSPORTATION  
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**DATE:** December 7, 2012  
**TO:** Statewide Plan Committee of the Transportation Commission  
**FROM:** Debra Perkins-Smith, Division of Transportation Director  
**SUBJECT:** Linking Asset Management & Goal Areas in Policy Directive 14

## **Purpose**

In preparation for the joint meeting of the SWP committee and the Asset Management committee in January, this matrix illustrates the connection between the asset management areas and Policy Directive 14 goals that will guide resource allocation discussions as part of the Statewide Plan development.

## **Action Requested**

No action at this time but future action to set goals and targets in Policy Directive 14 to guide the Plan development, resource allocation and ultimately, project selection.

## **Background**

At the November Committee meeting, the Committee was provided the framework for Policy Directive (PD) 14, which included the Planning Principles, and Performance Measures and Objectives (to be filled in). The intent of PD 14 is to allocate resources toward accomplishment of the objectives, which are being developed in consultation with you and entities within CDOT.

## **MAP-21 Requirements**

MAP-21 requires DOT's to use a performance based approach to decision making and develop risk-based asset management plans for the National Highway System (NHS). As part of the performance based approach, states must establish performance targets to address measures, coordinate target selection with the Metropolitan Planning Organizations, and consider performance measures and targets when developing policies, programs, and investment priorities. MAP-21 also establishes National Goals for Safety, Infrastructure Condition, Congestion Reduction, Freight Movement and Economic Vitality, System Reliability, Environmental Sustainability, and Reduced Project Delivery Delays. The purpose of the Asset Management Plans for the NHS is to improve or preserve asset condition and highway performance.

## **Statewide Plan and Asset Management**

In January 2013, the Statewide Plan and Asset Management Committees will jointly meet to discuss the relationship between the new PD 14 and Asset Management. The attached matrix has been developed for your review prior to the January meeting demonstrating the link between PD 14 and

asset management as it currently exists in addition to MAP-21 Considerations.

### **Linking Goals and Asset Management to Resource Allocation Matrix**

The following are descriptions of the information in the matrix columns.

#### *Goal Areas*

The goal areas of Safety, Infrastructure Condition, System Performance, Maintenance, and Project Delivery are in the new framework for PD 14 which was provided to you last month. These generally match with the National Goal areas.

#### *Aspirational Target (PD 14, 2008 version)*

This highlights targets set in the 2008 version of PD 14. These are broad, aspirational, department-wide and long term. PD 14 in 2008 used investment categories of System Quality, Safety, Mobility, and Program Delivery, which can be equated with most of the goal areas in PD 14. System Quality was considered in the matrix as the same as Infrastructure Condition.

#### *Performance Target (PD 14, 2008 version)*

This column describes how the annual targets for the goal areas are set. For the most part, the targets have changed annually based on the expected level of performance based upon the Transportation Commission established budget.

#### *Existing Methods to Determine Needs*

This column describes how needs are determined in the goal areas and, in some cases, how the amount of funds to address those needs is calculated.

#### *Existing Project Selection Criteria*

How projects are selected in the goal areas is outlined where it can be determined. It should be noted that Hazard Elimination System and Rail-Highway Crossing Safety Improvement projects don't cover all the safety projects. The pavement model, bridge sufficiency ratings, and transit application criteria are among the project selection criteria.

#### *MAP-21 Considerations*

This column describes MAP-21 requirements, current American Association of State and Highway Officials (AASHTO) recommendations to the Federal Highway Administration on future MAP-21 rule making, and what CDOT is doing now.

### **Next Steps**

Over the next several months, staff will work with the SWP Committee to identify and include in PD 14 Performance Measures and Objectives that align with MAP-21, Transportation Commission and Department priorities.

